

## GASOLINE GOSSIP CLEANED AT GARAGES

Manager Bodge of the von Hamm-Young garage has had a very busy week and reports the sales and arrivals of many machines of different makes. The Overland cars are going off very fast and the supply is not equal to the demand; six of these machines were sold during the week and as many more could have been disposed of if they had been in stock.

By the Larline six Cadillacs, one Stoddard-Dayton and a Thomas arrived, and these machines are all sold already. James Baker has purchased a Stoddard-Dayton for the rent business. It is of the latest type, new model, with double walking beam valve motion.

A beautiful Stoddard-Dayton Landulet, 4 cylinders, 50 h. p., is to be seen at the garage. It is one of the finest specimens of autos that has been seen in this city for a long time.

Demonstrator Howes is away on Hawaii at present. He took a Cadillac and Thomas with him, and is making some new records over the Volcano road.

A Pope-Hartford has been sold to a planter on Kauai and it was shipped this week. A six-cylinder, 90 h. p. Thomas Flyer is expected to arrive in the near future and there will be some speeding done that will astonish all Hawaii.

The Schuman garage is going strong on the Locomobile machine, and the beautiful cars are making great headway in these islands. The Locomobile is noted for the easy way in which it runs, and for the reliability of its work on all kinds of roads. Many of the machines are to be seen on the Honolulu streets and they are great favorites.

The E. M. F. car is also going well, and all over the group these fine machines are to be seen. A large number of them are on the other islands and in the Hilo district there are dozens.

The low priced high class Flanders car is being handled by the Schuman people, and it ranks high in the medium priced automobile world. The car is built of the best possible material, and is put together by the most expert mechanics in the world.

The Schuman garage shipped several cars to the other islands during the past week and have quite a number of cars sold to arrive.

The Associated Garage is feeling very proud of the Hudson Twenty, which this morning completed a 500-mile-no-stop-engine run. These low priced cars are selling fast and a big shipment of them is expected to arrive very soon now.

The Chalmers-Detroit is also going well and the factory cannot keep up with the demand. The Kissel Kar is another favorite that is always sold to arrive and the work it has done in the hill climbing line has astonished people on the other islands.

An especially built motor cab has just been delivered to Mrs. Twombly of New York, which, on account of its unique style, artistic lines and practicability, has attracted a great deal of attention, says the Call. The car is built to Mrs. Twombly's measure, much as a tailor gown might be, as her measurements both standing and sitting were taken, and the car was built and designed accordingly. Over eight months of time and nearly \$7000 were spent in designing and building the car, of which there is only one and only to be one, as all rights are protected.

The body of the car is placed very low in front, with the driver perched high on a rumble seat in the rear, from which he has perfect control of this vehicle, and an unobstructed view from all sides of the car. The body is built of aluminum and glass, and has six large bevel plate glass windows, which can be dropped down inside if desired, leaving the car entirely open on all sides, with a standing roof to protect the passenger from the sun, there being but room for one passenger. There is a large door in front which can be opened either way, or even taken out entirely. The upper half is of glass, which can be raised or lowered, acting as a wind or dust shield.

The car is upholstered in dark blue broadcloth, trimmed with heavy broad lace of the same color. Each window has a double set of curtains of silk to match the other trimmings. The car is lighted with electric light and heated. There is a flexible speaking tube from the inside of the cab to the chauffeur's seat. A strong steel bumper has been placed on the front of the car to ward off injury to car or passenger in the case of a collision. There are two long silver plated electric side lamps, which may be turned on or off by the driver without leaving his seat.

The tread is 43 inches and the wheel base but 50 inches, enabling the car to be turned in a four foot circle. The car has a 15 horsepower, three cylinder motor, which, although designed and built expressly for this car, is the result of over six years of practical development. It is built on the same principle as the 50 horsepower motor which Twombly is now building for his flying machine and weighs less than 100 pounds complete.

The announcement that J. Pierpont Morgan has purchased the E-M-F com-

pany has created a lot of speculation among the automobile dealers of San Francisco. Those acquainted with trade conditions in the east now foresee the realization of the big motor car mergers which have been rumored as pending for some time.

There is no question that Wall Street is in command of the situation. The big financiers of the street have for some time been watching the automobile trade. The heavy demand for steel was one thing that brought forcibly to their notice the magnitude of the industry.

The first move of these men has been to guard their interests through the Selden patent, as seen in the increase in membership in the association of licensed automobile manufacturers. Practically all of the big firms and those who have a standing in the automobile world have been taken into the association. Some were taken in under full membership, while others were taken in under what is known as the limited membership. The latter have been told just how many cars they can build and at what price they can sell them. It is claimed by the officers of the association that this is a necessity in order that there will not be an overproduction.

It is said that during the last 12 months 30 new makes of cars have been put on the market in Detroit alone.

Among the older makers who have joined the licensed association are Henry Ford, Thomas B. Jeffery Co. and the Auburn motor car company. Ford has fought the licensed association from the first and is now just as keen in his opposition as ever.

There is no doubt that within a few months all of the big firms in the licensed association with an unlimited membership will be grouped. This can be foreseen at the present time in the organization of the General Motor Company. It is said that about four of these combinations will control the cream of the cars.

The only fear expressed at the present time is that by taking in so many cars the organization may become too heavy, with the grave outcome that caused the downfall of the big bicycle managers which took place a few years ago.

The report that the Pierce-Arrow was to be taken over by Morgan is strenuously denied by the factory through W. F. Culberson of the Pierce-Arrow sales company, the local agents. In answer to a telegraphic query sent yesterday to the factory by Culberson it was said that George K. Birge, president of the company, contemplates no change of ownership.

Another angle to the E-M-F-Morgan deal is the sudden departure of Chester N. Weaver, vice-president and general manager of the local Studebaker branch, for South Bend, Ind., last Tuesday evening via the Santa Fe. Dispatches calling Weaver to the Studebaker headquarters received Tuesday stated he was wanted there to discuss "automobile matters."

Following the publication of the Morgan deal Wednesday in this city the local Studebaker officials received additional messages from the factory instructing them to communicate with Weaver at once on his train, informing him that his presence was absolutely necessary in South Bend not later than next Sunday morning.

Estimating the time that would elapse before Weaver could reach South Bend it was discovered that he could not reach his destination until Saturday noon at the earliest. The factory officials were informed of this and the latter immediately wired back that a special train would meet Weaver in Chicago and that from there he would be rushed to South Bend so as to arrive there Saturday morning.

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The Kamehameha Cadet Battalion will leave school Monday morning under arms to go on their one-week camping trip at Camp McCandless, Makua. The cadets will march to the depot at 8 o'clock and board cars.

The army rifles will be used a great deal by the older boys, who had instruction at target practice last January. The cadets expect to break their record of last year in shooting game. While in camp there will be some extended order drills.

The cadets will return Saturday afternoon next, and then the young ladies of the girls' school will go down the following Monday.

Andrew Yee, the school laundryman, has come to the front with a donation of a silver medal, which will go to the member of the school track team who makes the most points for his team at the big meet today. The captain and members of the track team appreciate this gift very much and believe it will encourage the boys to great effort.

The new athletic field will be opened the latter part of May. Work is going along fast, and next year the track team will make a better showing, as they will have a track to

train on, which the team has lacked this year.

Mr. Wuehlerman, the assistant agriculturist at the school, is out daily with the jumpers and field men of the track team. He has helped the team a great deal, and the team appreciates the interest he takes.

John Bai, who does the pole-vaulting and jumping for the Kam track team, is laid up with a sprained ankle. He will not be able to do any jumping against the Punahou team today.

The Kamehameha cadets will have their yearly camping at Makua, starting Monday morning, March 21. The cadets will spend their time in drilling and the pleasures (?) of camp life.

Mr. Horne has a medal on exhibition in his office which will go to the best all-round player on the baseball team, which plays in the

Chicago, Feb. 11.—If President Johnson, of the American League and member of the national commission, has his way, the case of John Kling, the Cub

holdout, will be settled immediately following the scheduled meetings of the two major leagues next Tuesday.

Johnson admitted yesterday that the purpose of the special meeting called by Chairman Herrmann, of the national commission, for February 23, was to reach a decision on the application of Kling for reinstatement.

Word has been sent to Herrmann by Johnson, requesting that he change the date of the special session so as to settle the fate of Kling as early as possible, and suggested that the commissioners gather in Cincinnati on either February 17 or 18.

It is said now that Ban Johnson is willing to vote for Kling's return, but that the catcher must first pay a heavy fine. The penalty, according to reports, will not be less than \$1000. Kling was asked recently if he would consent to pay a fine of \$1000. To this he replied that he did not know what he would do, but that he was anxious to play ball, and would stand for almost anything in the way of punishment provided he could get back.

Martin J. Sheridan, the greatest athlete that Ireland ever turned out, has announced his intention of retiring from athletics of all kinds. The wonderful jumper and allround champion says that only one thing would make

him put on his athletic togs again and that would be in the event of America sending a team to Athens next summer. "I have represented America in three Olympiads," Sheridan recently said to a New York interviewer, "and if there should be a team sent to Athens next summer I would train for the games. That is the only thing that will bring me out. I am heartily tired of the game and think it is about time that I can loosen up and enjoy myself. I have been in the game for ten years. I will not say that it has hurt me any. I have had a chance to travel and in my mind traveling when one is an observer is better than a college education. I have made hundreds of friends, and no one can gainsay that this is not a benefit. Athletics have kept me broke most of the time. I know the game has done a lot for me, and my advice for all youngsters is to go in for athletics."

A Detroit boy was arrested for stealing a statue of Hans Wagner. What magistrate in this town would have the heart to fine such a baseball hero worshipper?

## SIXTEEN TIMES AROUND THE WORLD

### Cadillac once more proves itself most economical motor car

Remarkable record submitted by 75 Cadillac "Thirty" owners in New York metropolitan district who have driven their cars 398,884 miles at a total cost for mechanical repairs of \$53.21 averaging 71 cents per car

Equivalent to 16 times around the world—398,884 miles—at a total repair cost of \$53.21!

That is the amazing record revealed by the statistics just compiled from the experiences of 75 Cadillac "Thirty" owners in New York City and vicinity.

It is doubtful if the entire history of travel and transportation—steam, electric or gasoline—can show a case of parallel economy.

There was in this instance no special striving to attain a minimum.

The 75 owners went their separate ways with their Cadillac "Thirty" cars, each without reference to the other.

They took no special precautions, but drove where they pleased, when they pleased, how they pleased; without the slightest idea that their experience was to be made a matter of record.

At the close of 1909 statistics were collected and compiled from the signed statements of the 75 users.

It was found that the 75 cars had traveled a total distance of 398,884 miles, or a distance equivalent to 16 trips around the world.

Forty-six of the owners had no repair cost whatever—not a single penny—in spite of the fact that some of them had driven their cars as much as 18,000 miles.

The Highest individual repair charge for the entire year was that of one user, whose car cost him—for special reasons which did not reflect upon the construction in any way—\$10, the distance it carried being 8,000 miles.

Eleven of the others expended during the year from 25 cents to 50 cents. The average distance traveled was 5,318 miles per car, yet the average repair expense was less than 71 cents per car.

The signed statements of these 75

users showed further that the average gasoline consumption for the touring cars was one gallon for each 15 miles of travel and one quart of oil for each 175 miles of travel. The Demi-Tonneau cars showed an average of 17½ miles for each gallon of gasoline and 200 miles for each quart of oil. Some users obtained 20 or more miles for each gallon of gasoline, but the figures first given are averages.

There is no disguising the fact that this record has proved a revelation, even to automobile manufacturers themselves.

It proves beyond a doubt what the Cadillac Company has always maintained, that the elements in motor car construction which are absolutely necessary to economy and immunity from repairs are scientific design, standardization, accuracy of workmanship and correct alignment. Also that necessity for repairs is the result of poor design, inaccuracy of workmanship, illfitting and incorrectly aligned parts.

A year or more ago they proved before the Royal Automobile Club of London that three Cadillacs could be torn down; all the parts thrown in a pile; a portion of these parts discarded and new ones substituted, and the three cars built up again from the heap of parts to run with absolute sweetness and without so much as an iota of looseness.

For this the Cadillac was awarded the Dewar Trophy.

And now comes another demonstration which simply emphasizes the fact that the convictions of the Cadillac Company as to the essentials of a long-lived, serviceable and economical car are correct.

Cadillac measurements are finer in a greater proportion of essential parts than those of any other car in the world—finer than the costliest cars made.

## Von Hamm-Young Co., Ltd., Sole Honolulu agents